IT REPORTS TO THE LEGISLATURE IN DETAIL.

#### RUMOR REGARDING THE B. & O.

REPORT THAT RECEIVERSHIP WILL SOON BE ENDED.

Sale of the Grand Island Attracts Major McNeil and Representatives of Eastern Interests to St. Joseph-Other Railway News.

Topeka, Kas., Dec. 19,-(Special.) The members of the state board of railroad commissioners to-day submitted their fourteenth annual report to Governor Morrill. Of the many matters considered in it two are of more than ordinary importance. They are: First, the question of a change by the railroad companies in the method of charges upon shipments of live stock. Second, the question of a reduction in rates upon grain and grain products to the Southern seaconst.

stock case in detail. This was a case where, in October, 1895, the railroad comchanging the mothod of charging upon shipments of live stock, by substituting a rate in cents per 100 pounds for the rate in dollars per carload, then in effect. After an extensive hearing in the case, the board ordered the dollars-per-carload rate restored and the railroads complied. That method of charging still prevails,

The grain rate case was then taken up. Last winter the railroads raised the rate on grain to the Southern ports, which caused complaint to be made against them. The Kansas board notified the roads that the new rate was very unsatisfactory to the shipper and producer and asked that it be reduced. The roads refused at first and out of this grew the fight inaugurated against the roads by the commissioners of Kansas before the interstate commission. While this case was pending before the commission an adjustment of the differ ences among the railroads was consum mated during October, 1896, by an agreement as to the rate schedules to become effective November 2, 1896, at which date the rates agreed upon were put in force by all roads operating in Kansas, and by lines connecting with them under joint traffic arrangements. This board says it is safe to assume that rates upon grain from Kansas points will never again be higher than those contained in the tariffs which became effective November 2, 1896. It becomes interesting then to note the permanent reduction in rates made between the first days of October, 1855, and November 2, 1896,

The rates tabulated as in force previous to October, 1895, were obtained from the rallroad companies; those of November 2 1896, were taken from the tariffs filed in the office of the board. The average percentages of reduction from the points named to Chicago and Galveston are sum-marized as follows: Rock Island, to Chicago, wheat, 19 per

cent; corn, 19 per cent, To Galveston, wheat, 10 per cent; corn, 19 per cent. Santa Fe, to Chicago, wheat 12 per cent;

per cent; corn, 6 per cent. If a similar comparison were made from all Kansas points or even from a greater number than has been used, the percent-ages would doubtless vary somewhat, but the showing made clearly indicates a not insignificant reduction in rates. Whether the proceedings brought by the board before the interstate commerce commission and yet pending will, when concluded, result in a still further reduction, cannot, of course, be stated.

In speaking of its fight for lower freight rates to the Gulf ports, the board says:
"The agricultural products of the Amer-Ican states in excess of the demand for home consumption must, of course, be disposed of in the markets of the world, oftentimes in competition with supplies of like products originating much nearer those markets; therefore, the transportation charge becomes an important factor in determining the price to be realized by the producer. The cost of transportation by water is much less than that by land; hence the importance of shortening the land hand when possible; and it is for this reason the board, acting for the people of Kansas, has demanded the lowest rates to the peacest harbors that justice to all in-

miles of toad operated in Krasas. As stated in the Journal before, it also shows that only two of the twenty-six roads in the state paid a dividend last year. two were the Eurlington and the Rock

In speaking of railway accidents the board says; "An examination of the reports of the several roads operating in Karsas affords no ground for increased criticism of the metheds employed by the railroad companies to protect the traveling public. The traffic exceeds that of the preceding year. This necessarily required an increased operating force. Notwithstanding this, the number of fatalities from accidents was

The total loss of life in Kansas to paswere passengers one by devailment, and two by falling from stock trains. Of those killed less than one-third were employes, one-tenth at highway crossings and stafor the year was 424, against 406 for the

#### ONE OF THE BEST FEATURES.

Of the Pyramid Pile Cure Is the fact that it cures every form of Piles without one particle of pain. This de-girable point is not obtained by the use of Injurious opinies which simply deaden and paralyze the nerves of the parts and make matters werse in the long run. But it is done solely by its remarkable healing and

at the same time the discuse is not merely checked, but a radical cure is rapidly ac-

And the point we want to make clear is that all this is done without a particle of

This fact is one reason for the great popgritutes one very great difference between and almost any other kind of treatment

Every kind of surgical operation for piles is exeruciatingly pointed, besides endanger-ing the life of the patient, and in most cases is not to be compared with the Pyra-mid Cure, neither in making successful cures without pain nor in cheapness and

The Pyramid Pile Cure has been before the public too long, and its merits recog nized by too many people to allow it to be

preceding year. The increased number inured as above stated shows, when com-pared with the number of passengers caried and persons employed, a reduction in the per cent of injured. Of the total num-ber injured in Kansas sixty-eight were sengers, 278 employes, forty-nine tresbassers, and twenty-nine unclassified."

Under instructions of the legislature the poard in 1895 distributed in various West

rn Kansas counties 217 carloads of coal

Oats, 37,391 bushels; barley, 18,676; pointoes, 17,396; sorghum, 10,042; Kaffir corn, 190; corn, 46,581; wheat, 2,569; millet, 4,154; room corn, 268; flax, 22; Jerusalem corn, 13 The various counties issued their war-ants for this grain and coal, and they have from time to time paid into the state reasury \$3,616.91 on the money thus loaned to them. In speaking of proposed legis-ation in ald of railway regulation, the

board, among other things, says: Under present conditions, the states have control of commerce between points within their respective boundaries, but congress alone has power to regulate that commerce which is interstate. The percentages of intrastate and interstate comnerce, which together make the total commerce carried over raitways within the states respectively, vary in the different states. No method has yet been devised whereby exact information as to the volme of each kind of commerce can be had. It is estimated that, of the total commerce arried by Kansas rallways within the state, 10 per cent is intrastate and 90 per cent is interstate. This being a fact, it ecomes at once apparent that state legis lation can affect directly only one-tenth of state, and that the people of Kansas must rely chiefly upon legislation by congress for protection to their interests.

After citing an important case decided by the federal courts touching the ques-tion of the rights of the interstate comnerce commission to govern interstate

transportation the board says; Here is practically a judicial affirmation of the right of congress to prescribe a chedule of reasonable rates to govern in-erstate transportation, and yet the interstate commerce commission has not recommended legislation of that character. That it has not done so may be properly taken as an indication that its members do not believe that such legislation would be advantageous to the people. The agreed thought of careful students is that "hard and fast" laws, such as maximum-rate laws, pro-çata freight laws and equal mileage laws are of doubtful utility, if not indeed positively detrimental to the public welfare. Certain it is that in several states where such laws were once in force the results were so unsatisfactory that the laws were speedily repealed.

In the preceding annual report the views of the board upon the question of increas-ing its powers are stated.

Another year of experience in dealing with complaints against railways and of study of the railroad problem causes the board to earnestly adhere to the position then taken. If the recommendations then nade should assume the form of legislapossess all the authority necessary to enable it to fully protect the interests of the public. The board is firm in the belief that maximum rate laws, pro rata freight rates, equal mileage laws, or other laws of like inflexible character, would be entirely out of harmony with present conditions, and would be detrimental, instead of beneficial, to the public welfare. The relations of the interests concerned in commerce are constantly changing, resulting oftentimes in antagonisms, thereby making necessary t flexible system of regulation which may respond quickly to the equitable demands of aggrieved interests, whether they be the railway and public interests in oppo-sition or the constituent parts of either of these general interests warring among themselves. Remedies for injuries would be vainly sought if the conditions producing them prevailed under an arbitrary, in-clastic system of regulation. The conclusion is unavoidable that the

tribunal charged with the duty of regulating the transportation of commerce should have power to hear and determine all controversies, under such rules and regulations and rights of appeal as will secure to property interests that protection which is guaranteed by constitutional provisions Special attention is hereby directed to the act that there are now five roads or of roads, within the state which have been abandoned and their operation suspended. The charter privilege of the Lawrence & Emporia Railroad Company was to construct and maintain a raliroad and telegraph line from Lawrence, in Douglas county, through the county of Osage, to Emporia, in Lyon county. The road was constructed and operated from the initial point to Carbondale, in Osage county, a distance of thirty miles, but was not built to Emporia, the point of destination named in the charter. March 22, 1894, that part of the road which had been built was abar loned and has not since been operated. That part of the Atchison, Topeka & Santa Fe railroad from Scott City, in Scott county, to the west line of Wichita county, a distance of 35.43 miles, was abandoned May 2, 1896, and has not since been operated; and that part of the same road running from Sedgwick to Halstead, in Harvey county, 8.89 miles in length, was abandoned January 1, 1896, and has not since been operated. That part of the Wichita & Western rallroad running from Cullison, in Pratt county, to Mullinville, in Kiowa county, a distance of 25.61 miles, was abandoned December 10, 1835, and has not since been operated. The St. Louis, Kansas & Southern railroad, running from Cale Junction, in Cowiey county, to Anthony, in Harper county, a distance of 58.75 miles. was abandoned, and has not been operated since October 17, 1885. This latter road the board is advised by rumor will soon be put in operation again

In granting the charters to these various allroad companies the state parted with its franchises, authorized the exercise of the public to vote aid in their construction. all subject to existing laws and rights and such future legislative control as might The failure to comply with the provisions

of the charter in the first instance by not

constructing the entire line is, in the opin-ion of the board, of such importance to the public as to merit special attention. Again, after procuring the franchises, invoking the powers of eminent domain, having received valuable and substantial aid from the localities through which the road was built, and then to cease to operate is such violation of the charter privilege and such disobedience of the laws of the state, and such disregard of the rights of the public as to demand special attention of the executive department of the state. The public has such vested rights in these public corporations, in the opinion of the board, am entitles it to have the roads operated when constructed, and to receive such advantages from such operation as was con templated at the time the franchises were obtained and the aid voted, or to have such franchises forfeited by proper proces and such relief granted as is proper by way of being released from the burden voted upon it to aid in the construction.

The laws of the state, General Staintes of 1889, paragraphs 1314 and 1315, provide a penalty to be recovered in the name of the proper officer and in a proper tribunal for a failure to comply with the terms of the aid was voted, as to the manner of the operation of the road. Whether or not this limits or destroys the right of the state to annul the charter or whether it gives an additional remedy to be invoked by the county, township or municipal au-thorities, the board does not care to express an opinion. In any event, a suspen-sion of the operation of any part of a con-

the board to report the same, as provided by said section 5, whether a violation of their charter rights or not. board will not attempt to outline a policy or determine what rights the public ave or what precedure is necessary to

structed road where aid has been voted is

nch violation of existing laws as requires

her of cars in each train will be reduced er of cars in each train will be reduced to that better time can be made against he heavy grades in the mountains. The veight of all of the passenger trains is to be equalized, and it is expected that the honge will make traveling more pleasant.

MISS GARRETT IN CONTROL.

Said to Be Arranging to Take the B.

& 0. From Receivership. St. Louis, Mo., Dec. 19.—(Special.) The Raltimore & Ohio affairs will be straightened out and the line taken out of the mands of the receivers during the coming nonth. The reorganization will be effected along the lines submitted by Miss Mary Garrett, who will have enormous holdings Garrett, who will have enormous holdings in the new company, as her relatives had in the old. The preliminaries for the reorganization and close of the receivership have been consummated and the plan will be carried out shortly after the opening of the new year. The rumons of the expert investigation do not possess any merit whatever and are fully understood by the parties in interest. is in interest. This statement is made on the authority financial men who are in a position to low and who have just returned from the ist, where they learned of these facts, are claim to know personally of the authfulness of the report and express the most confidence in the plan being carried it as attranged for.

ost confidence in the plan being carried as arranged for, o matter who may appear to be at the dof the new organization, they say rolling spirit of the company will be a Garrett, who has determined to redentirely the system that was once so certal when owned and managed by father. She desires to perpetuate the rett name as railway managers and g success and order out of the chaos overtook the company. Those who do do to the affair say there appears to no doubt of the splendid business natof the rolling of the plans for reorganization and precise great things from her perdicate the splendid financier of the line.

ing of the line HUNTINGTON MAKES AN OFFER.

Collis P, Would Buy Stock in a Mexican Railroad.

City of Mexico, Dec. 19.-The Mexican Herald says an American syndicate has purchased the Hidalgo railroad for \$250,000 old, and has paid down \$25,000. The line is gold, and has paid down \$25,000. The line is a narrow gauge, and runs from this city to Pacchua, and it is proposed by the new owners to extend the line down the coast to Tuxpan. The line is a valuable one, and an extension will take it through a fertile region. Tuxpan is to be made an important port. Construction on the new Southeastern line from Tchuantepec road down to Guatemala will be pushed. The line is regarded as one of great importance, as it will give access to the Guatemalan frontier, and, by connecting with the Guatemala will give access to the Guatemalan frontier, and, by connecting with the Guatemala Northern road, will form the link in the coming Pan-American line. It is believed that within a few years the journey can be made from Chicago and New York to Guatemala. A Monterey paper, El Espredoor, attacks the Monterey & Mexican Gulf railway, alleging the physical condition of the line has been allowed to degenerate. It is reported that C. P. Huntington has made an offer for the property now managed by the Belgian bondholders.

EXPORTS VIA NEW ORLEANS. Grain From Kansas, Nebraska and

Colorado Going South. Chicago, Dec. 19.-Not satisfied with the ecent gains of traffic they have made from Kansas and Nebraska, the shippers of New Orleans are reaching out in ous fashion for the trade of Colorado. They are making great representations regard-ing the facilities offered for shippers via ing the lacinties offered for shippers via the Gulf ports and claim that if the trade of Colorado is left to find its natural level it will go to Europe via the Gulf of Mex-ico rather than through the Atlantic sea-ports. The Eastern roads will make a strong fight to preserve their trade from Colorado as they have already lost heavily because of the deflection of trade to New Orleans.

PASSENGER MEETING MONDAY. California Lines Will Discuss Circuit-

ous Route Rates. Chicago, Dec. 19 .- A meeting of the Callfornia lines will be held in this city on Monday. The object is to discuss circuitous route rates, which have of late been the ause of considerable uneasiness. Rates rem this city to the Pacific coast are very ar from being in a satisfactory condition, and there seems to be great lack of confidence among the roads as to the doings of heir competitors. Monday's meeting is expected to do a great deal towards straight. sted to do a great deal towards ening out the snarls which have been in-terfering with the smooth running of things.

New Position on Santa Fe. Topeka, Kas., Dec. 19.-(Special.) C. F.

appointed assistant general superintendent on Janury I. with headquarters in this city. This will be a creation of a new office. It is necessitated by the large amount of work in the superintendent's office.

Soldiers' Home Extension.

Topeka, Kas., Dec. 19,—(Special.) The Leavenworth Electric Street Rallway Com-pany has submitted a proposition to the board of directors of the state penitentiary for the extension of its line from the Sol diers' home to Lansing.

Santa Fe, Prescott & Phoenix.

Chicago, Dec. 12.—At a meeting of the leard of directors of the Santa Fe, Prescott & Phoenix Railway Company the following persons were elected officers for the ensuing year; F. M. Murphy, president and concal manager; D. M. Ferry, vice president; C. C. Bowen, secretary, treasurer and auditor; G. W. Kretsinger, general sel, and W. A. Drake, chief engineer.

Heafford Crosses the Trochs. Captain General Heafford of the Chicago Milwankee & St. Paul road has crossed the trocha, so to speak. He has issued a circular in which he advises volunteers en route to Cuba that his road will carry guns, ammunition and dogs free, and on neasonal amplication. personal application.

Railroad Notes.

J. A. Middleton, assistant general freight agent of the Frisco, was in the city yes-E. J. Perry, traveling freight agent of the Memphis, with headquarters at Spring-icid, was in Kansas City yesterday. To-day's California limited on the Santa Fe will carry an additional sleeper, in-reased travel rendering this necessary. The Missouri, Kansas & Texas has with-rawn its name from an application to be Texas railroad commission for an ad-ance in freight rates, in which all the exas roads had joined. Eastern lines arrangements for the is-suance of 5,00 mile interchangeable mile-age books are now complete. The condi-tions of sale differ from those ordinarily

FREE TO EVERY MAN. THE METHOD OF A GREAT TREAT.

printed on the cover in that it is express provided that the mileage will not be pr

MENT Which Cured Him After Everything Else Failed.

Else Failed.

Painful diseases are bad enough, but when a man is slowly wasting away with nervous weakness, the mental forebodings are ten times worse than the most severe pain. There is no let-up to the mental suffering day or night. Sleep is almost impossible and under such a strain men are scarcely responsible for what they do. For years the writer rolled and tossed on the troubled sea of sexual weakness until it was a question whether he had not better take a cose of poison and thus end all his troubles. But providential inspiration came to his aid in the shape of a combination of medicines that not only completely restored the general health, but enlarged his weak, emaclated parts to nataral size and vigor, and he now declares that any man who will take the trouble to send his name and address may have the method of tills wenderful remedy free. Now, when I say free, I mean absolutely without cost, because I want every weak-ened man to get the benefit of my experience.

I am not a philanthropist nor do I nose

as an enthusiast, but there are thousands of men suffering the mental tortures of weakened manhood who would be cured at nized by foo many people to allow it to be classed with the many solves, suppositories, pills, etc., and you run no risk in trying it, as is often the case with new and unifer strength of the legal department of the state.

If you are ever troubled with any form of piles ar rectal disease do not forget the Pyramid Pile Core. Prepared by the Pyramid Pile Core. Prepared by the Pyramid Drug Company, of Albion, Mich., and sold by druggists at 50 cents per package.

Basenger trains. It is said that the number of weakened manhood who would be cured at once could they but get such a remedy as once could they but get such a remedy as once rould they but get such a remedy as once could they but get such and once the counsel and once

# CHRISTMAS CRUSH

at this store is deserved. The bargains are the great drawing factors. It's a well known fact that The Bee Hive always leads in the giving of the most of the best for the very least, and the current time is no exception to the rule. Every department teems with interesting price histories, and your purse will be heavier after making your purchases here than at any other store in town.

## Special Shoe Sale

Secured from makers closing out sample lines. A handsome, complete and wonderfully low priced line of shoes. Men, women and children-all have like money-saving opportunities. The more you know of shoe values the more eagerly will you buy. See the prices for samples of the economy.

### Cloaks Being Closed Out.

Every cloak in the house will be sold at cost-actual New York cost. There are sample lines among them that are wonderfully attractive, both in makeup and cost-and not one that you can duplicate at double the price you're asked to pay here. That's money-saving by the wholesale; see that you take advantage of it.

Toys! Toys! Toys!

Vast in assortment, staple or novelty, with a large line of the newest mechanical devices. The prices are attractive-regular Bee Hive prices. Add to these a complete line of celluloid goods, sets of all kinds, handkerchiefs, gloves and the many et-ceteras so dear to the feminine heart and you'll know that everything in the way of a holiday thought is here in plenty.



75c \$1.98 worth \$4.00 and \$4.50, \$1.98 136 pairs of Misses' and Children's Button and Lace Shoes, in spring heel, sizes 8 to 11 and 11½ to 2, worth \$1.50, take 75c Slippers, quitted and bead-ed toes, something hand-some; any size you want; worth Satin Slippers, widths B, C and D; size 21g to 4; worth \$4 and \$1 take your any size you \$1.98 72 pairs of Youths' Samples, lace and button; sizes 11 to 1½, worth \$2; take

And while you may have always paid fancy prices heretofore, it will certainly benefit you to come to us and learn how well IT ALWAYS PAYS TO TRADE AT St.

87 pairs of Men's Fancy

Velvet and Leather Slip-

pers, any size you want,

sented or accepted for transportation on trains, the holder being obliged to exchange

ern Freight Association has approved the changes made by the Western classification committee, thus lifting a load of anx-

iety off of Chairman Ripley.

All the property of the San Francisco & most distinguished Englishmen and English San Joaquin Valley railroad has, by authority of the directors, been deeded in trust to the Mercantile Trust Company, of New York, by Claus Spreckels.

The Missouri Paniffs will support to the Mercantile Trust Company, of New York, by Claus Spreckels.

sas City, Fort Scott & Memphis, effective as well as mental, in his extrem January I, will advance all rates on coal from the Cherokee district to the figures

in effect prior to the reduction of November 9.

A move in the right direction of uniformity was taken at its last meeting by the Local Freight Agents' Association, of Chicago, on the adoption of an official form for freight shipping tickets. Hitherto every road and almost every large shipper has been a law unto itself or himself in regard to the form of receipt to be given at the freight houses for goods received.

It is said charges are likely to be filled with the secretary of the local passenger association against the Missouri Pacific for the issuance of advertising matter, offering illegitimate inducements to passengers, and against the Rock Island for using the spring in the cellar of its ticket office for inducing a certain class of passengers to take that route. It is expected that the two roads will stand by each other against the Area of the charges are pressed, as the respective complaints of illegitimate inducements in nowise conflict.

President C. B. Hibbard, of the Northern New York railroad, has made the fellowing that to preserve him from every kind of harm—nay, even from everything that could even annoy or distress him. Heaven only knows how many objectionable people she has kept away from him, switching them off, so to speak, with so much tact and delicacy that they failed to realize at the time how they were being turned away, and nothing used to be more amusing at dinner parties at which the Warring way in which she smilingly shook for finger at any one who ventured to broach a topic distasteful to her illustrious speak.

As far as the masses of the people are concerned, she is one of the most popular women in the United Kingdom, constituting, as she does in their eyes, the ideal of which we have the could be constituted to almost the could even annoy or distress him. Heaven only knows how many objectionable that could even annoy or distress him. Heaven only knows how many objectionable that could even annoy or distress him. Heaven only knows how many objectionable that could even annoy or

THE GREAT AUCTION SALE

tain advertisements appearing in this pa-Osborne. per in which reference was apparently made to the Oppenheimer stock of jewelry now being auctioned at the old stand, 908 Walnut street, the Journal wishes to em. And Defied the Conductor to Make phasize the fact that the stock formerly owned by H. Oppenheimer & Co. was bought by the Citizens' National bank. "Before I came to this part of the bought by the Citizens' National bank, and by them sold to a business man, who is now closing it out at auction. Mr. M. B. Wright, formerly a prominent jeweler in this city, has charge of the sale, and states that the stock is the original and only stock owned by H. Oppenheimer & Co. previous to the failure of that firm. The H. Oppenheimer & Co. stock is one that is well known for its quality and completeness and is attracting big crowds daily oleteness and is attracting big crowds daily "I don't see why, she expostulated, "I the auction. One can feel safe in purthink you might do a little thing like that. chasing at this auction sale, the original and only stock of jewelry that was formcrly owned by the firm of H. Oppenheimer

Chenn Conl.

We offer you "N. T. B." Missouri lump oal for \$2.50 per ton. Don't buy till you KANSAS CITY COAL AND COKE CO., Telephone 2551.

the strips for tickets whenever he proposes She Is Shrewd and Full of Tact, but to make a trip. the Queen Does Not Like Her.

General Manager Greene of the Baltimore & Ohio has given the Missouri Car
and Foundry Company an order for 1,000
freight cars for the Baltimore & Ohio and
Fairport Dock Company.

The board of administration of the Western Freight Association has approved the The Missouri Pacific will run a special train to Archie, Mo., to-day to take down a crowd of employes of the line, who will attend the funeral of Conductor Chris Koeger, who died Thursday evening.

The Cairo Honkingella & Conductor is considered to the same and the matronly essence of impulsive simplicity. It Koeger, who died Thursday evening.

The Cairo, Hopkinsville & Cumberland railroad may be made a part of a new railway system extending from St. Louis to Norfolk. Va., connecting the Illinois Central and the Norfolk & Western systems.

The restoration of coal rates on the Kansaccity Vort Scatt & Mornable effective. as well as mental, in his extreme oid age from the Cherokee district to the figures in effect prior to the reduction of November 9.

A move in the right direction of uni-

as the respective complaints of illegitimate inducements in nowise conflict.

Fresident C. B. Hibbard, of the Northern New York railroad, has made the following announcement: "I have been advised that a wife should be. Of all the pictures of Mr. Gladstone none has found such a large announcement: "I have been advised that a wife should be. Of all the pictures of Mr. Gladstone none has found such widespread favor as that which represents a Mr. G. E. Cornell is representing himself as attorney for this road and obtaining transportation as such. Please advise all companies that he is not an employe of this company and is not entitled to courtesies of any kind as such."

Among the matters considered by the board of control, comprising the presidents of the lines in the Joint Traffic Association, was the report of the special committee appointed to arrange for the entrance of the Canadian Pacific into the association. Beyond the fact that the committee has been successful in its agoitations, no information concerning the conditions upon which the powerful Canadian road has chiefly responsible for the success of that political meeting. Curiously enough, the sum of perliteness."

THE GREAT AUCTION SALE queen does not like Mrs. Gladstone and has shown this in a number of ways, most conspicuously, perhaps, by her neglect to Of the H. Oppenheimer & Co. Stock. invite Mrs. Gladstone to accompany her Owng to the misleading nature of cer- husband when the latter, as prime minister was commanded to Windsor or to

SHE HELD THE TRAIN.

Her Get Out of the Way.

"I tried to explain to her that trains ran on schedule time, and, like time and tide, wait for no man, or woman, either, for that matter. But she wouldn't have it, and finally, just as we were about to start, she shouted indignantly: "Well, I'll just see about that."

T. B." Missouri lump on. Don't buy till you of the engine. She sat herself there, firmly grasping hold of the rails with both hands. The conductor signaled for me to go ahead.

### BERLIN CLOAK CO.,

#### Annual Clearing Sale of Cloaks and Furs!



Our entire stock of Ladies', Misses' and Children's Garments reduced to almost half price. All must go. Now is your opportunity to buy the most useful of all Christmas presents at a decided bargain. \$7.50 JACKETS \$3.98 \$10.00 JACKETS \$12.50 JACKETS \$15,60 JACKETS go at ..... \$7.50 CLOTH CAPES \$15.00 PLUSH CAPES

The Popular and Reliable BERLIN CLOAK CO., Main St.

OPEN EVENINGS UNTIL CHRISTMAS.

Gladstones were present than to watch the warring way in which she smilingly shook for finger at any one who ventured to broach a topic distasteful to her illustrious speuse.

As far as the masses of the people are concerned, she is one of the most popular women in the United Kingdom, constituting, as she does in their eyes, the ideal of what a wife should be. Of all the pictures of Mr. Gladstone none has found such widespread favor as that which represents him delivering an open air speech on some great national issue, with the once beautiful Catherine Glynne standing throughout the entire address by his side, holding an umbrella over his head to shield him from the glare of the sun.

Couldn't Tell a Lie. From Tid-Bits.

"Is the house very quiet?" he asked, as he inspected the room that had been adne inspected the room that had been advertised "to let,"
"No," said the landlady, wearily, "I can't truthfully say that it is. The four babies don't make so much noise, for they never all truck or and the said truthfully say that it is. all try at once; and the three planes one gets used to, and the parrot is quiet some-times; but the man with the clarionet and the boy that's learning to play the flute do make it noisier than I wish it was," "That's all right," said the man, cheerfully; "live and let live is my metto. I'll take the room and move in to-morrow, and the little things you mention will never disturb me a particle. Good-by." And it was not until he had moved in and was settled that they learned his occupation. He played the trombone in an or-

Unusual Fate.

chestra.

Brown-"You look as if you had the Robinson-"So I have. I've lost my eautiful new silk umbrella." "Where did you leave it?" "I didn't leave it anywhere. The

art. We make this, and sell it at a very slight advance over actual SOLD ON EASY TERMS. CHRISTMAS PIANO. 914 WALNUT ST. W. B. ROBERTS, Mgr. 例如 医肾上腺 计正规 经工作证



LADY AGENTS. We furnish every-Work with ladles, pleasant and very profitable. Book Free, C. C. Shimer, Omaha, Neb.

net me and took it away from me."-Spare arrangements for the inauguration of Presright on the track about three feet in front of the engine. She sat herself there, firmly grapping hold of the rails with both hands. The conductor signaled for me to go ahead as our stop was over. But I couldn't do it